

ARIZONA DEPARTMENT OF TRANSPORTATION

LOOP
202

SANTAN FREEWAY CORRIDOR

STATUS REPORT

OCTOBER 2000

LOOP
202



Loop 202 / I-10 Traffic Interchange

Phase 1:

Temporary I-10 Detour

To be Constructed

Ramp Bridge

Existing

Existing Pecos Rd.
40th St.
"Pecos Connection"

48th St.

Chandler Blvd.



North

LOOP
202

Future Santan

10

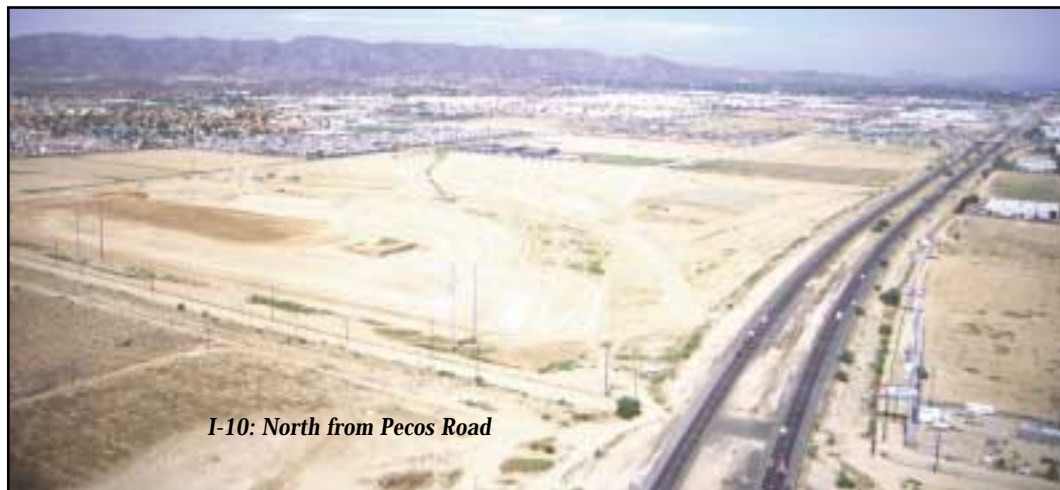
56th St.

Pecos Rd.

Outfall Channel
to Gila Floodway

Maricopa Rd.

Future
Interchange
Improvements



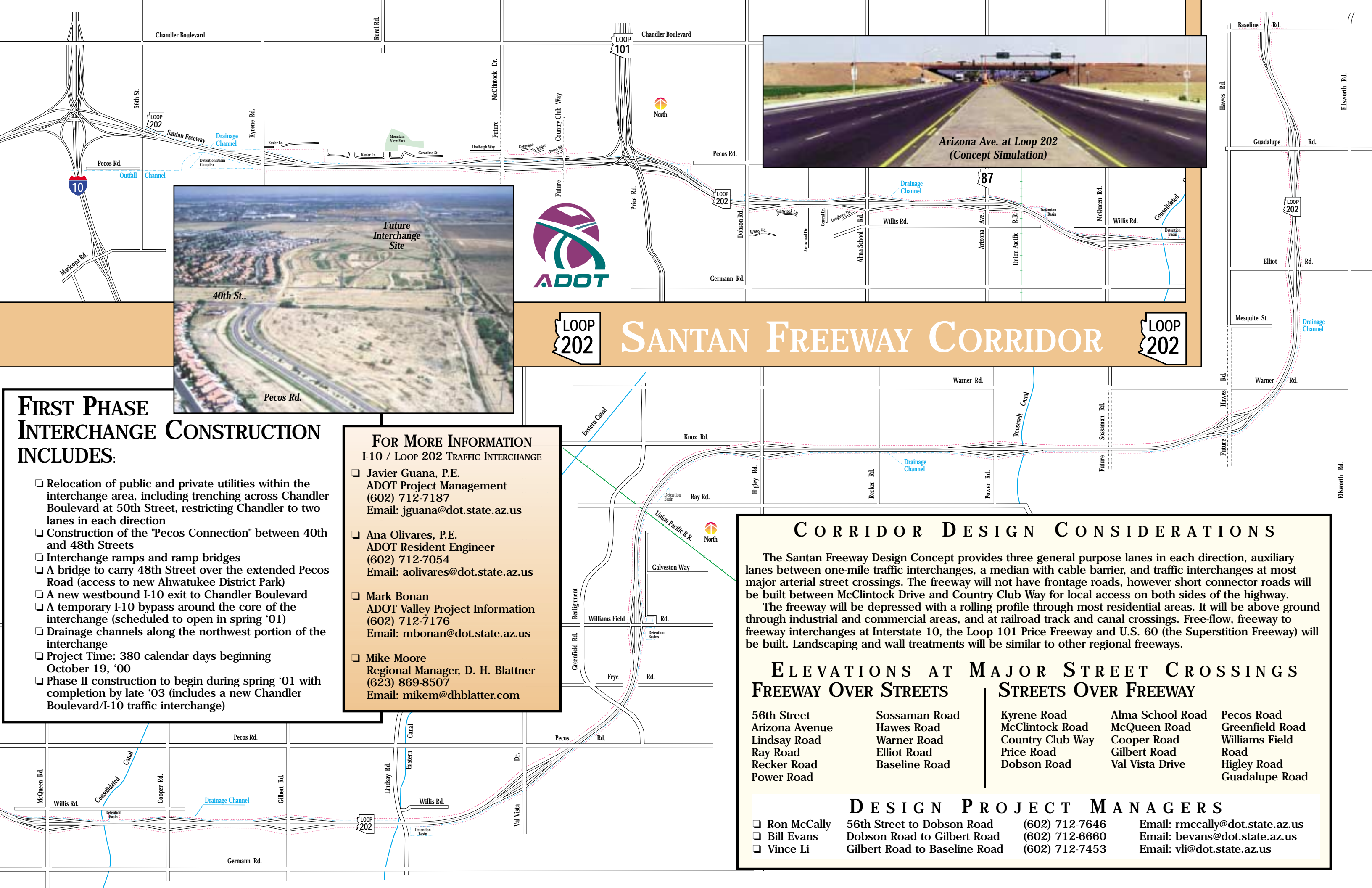
Construction is beginning on a multilevel, freeway to freeway traffic interchange that will link Interstate 10 with South Mountain's Pecos Parkway on the west and the Loop 202 Santan Freeway to the east. A \$23.3 million contract was awarded to D. H. Blattner & Sons, Inc., Minnesota, by the State Transportation Board. The interchange will be fully operational in late 2003.

Interchange completion requires two phases of construction. Second phase work starts next spring.

Ramps for southbound I-10 to westbound Pecos and eastbound Pecos to northbound I-10 will be completed during Phase I -- providing much needed new access to and from the South Mountain community and I-10. A temporary detour of I-10 will also be constructed during Phase I work.

Most construction activity will occur within the interchange area next to I-10, south of developments along Chandler Boulevard. Extensive utility relocations will occur along Frye Road and 50th Street, extending across Chandler just west of I-10. Impacts to Chandler traffic as this work advances will be minimized by maintaining two lanes each way during peak travel times. More extensive closures will occur during off peak hours.

Completion of a new westbound I-10 exit to Chandler Boulevard will also impact traffic. The existing ramp must be closed for a short time to finish construction. During this period access to Chandler from the south will be from the Maricopa Road exit to 56th Street and then north to Chandler.



FIRST PHASE INTERCHANGE CONSTRUCTION INCLUDES:

- ❑ Relocation of public and private utilities within the interchange area, including trenching across Chandler Boulevard at 50th Street, restricting Chandler to two lanes in each direction
- ❑ Construction of the "Pecos Connection" between 40th and 48th Streets
- ❑ Interchange ramps and ramp bridges
- ❑ A bridge to carry 48th Street over the extended Pecos Road (access to new Ahwatukee District Park)
- ❑ A new westbound I-10 exit to Chandler Boulevard
- ❑ A temporary I-10 bypass around the core of the interchange (scheduled to open in spring '01)
- ❑ Drainage channels along the northwest portion of the interchange
- ❑ Project Time: 380 calendar days beginning October 19, '00
- ❑ Phase II construction to begin during spring '01 with completion by late '03 (includes a new Chandler Boulevard/I-10 traffic interchange)

FOR MORE INFORMATION I-10 / LOOP 202 TRAFFIC INTERCHANGE

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CORRIDOR DESIGN CONSIDERATIONS

The Santan Freeway Design Concept provides three general purpose lanes in each direction, auxiliary lanes between one-mile traffic interchanges, a median with cable barrier, and traffic interchanges at most major arterial street crossings. The freeway will not have frontage roads, however short connector roads will be built between McClintock Drive and Country Club Way for local access on both sides of the highway.

The freeway will be depressed with a rolling profile through most residential areas. It will be above ground through industrial and commercial areas, and at railroad track and canal crossings. Free-flow, freeway to freeway interchanges at Interstate 10, the Loop 101 Price Freeway and U.S. 60 (the Superstition Freeway) will be built. Landscaping and wall treatments will be similar to other regional freeways.

ELEVATIONS AT MAJOR STREET CROSSINGS

FREEWAY OVER STREETS

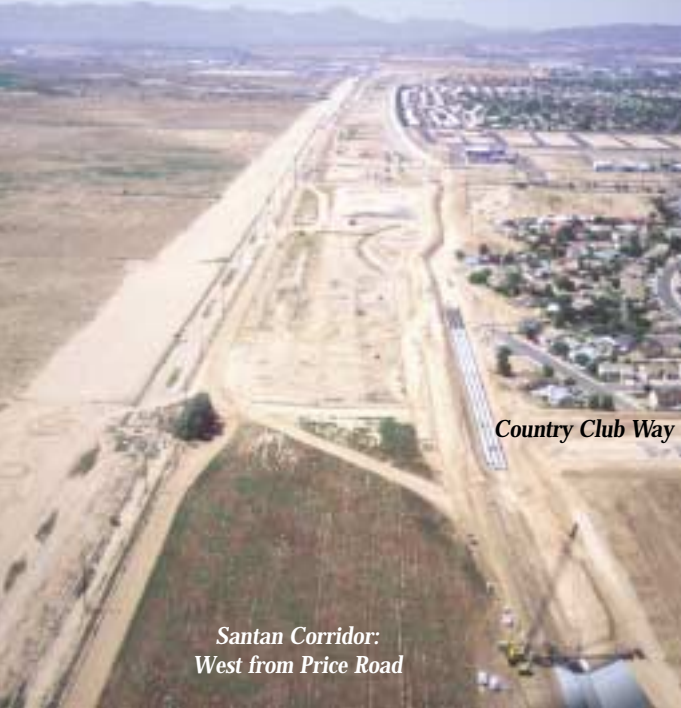
56th Street	Sossaman Road
Arizona Avenue	Hawes Road
Lindsay Road	Warner Road
Ray Road	Elliot Road
Recker Road	Baseline Road
Power Road	

STREETS OVER FREEWAY

Kyrene Road	Alma School Road	Pecos Road
McClintock Road	McQueen Road	Greenfield Road
Country Club Way	Cooper Road	Williams Field Road
Price Road	Gilbert Road	Higley Road
Dobson Road	Val Vista Drive	Guadalupe Road

DESIGN PROJECT MANAGERS

- | | | | |
|---------------|-------------------------------|----------------|---|
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REGIONAL STORM DRAINAGE

Under way since 1997, the \$21 million South East Valley Regional Drainage System (the Santan Channel) will be finished early next year. It will collect storm water from a 36 square mile watershed.

A detention basin complex west of Kyrene Road was completed in spring '98 during the first phase of construction. An Outfall Channel from there to the Gila Floodway, west of I-10, was constructed in fall '99 (Phase 2) and collector channels paralleling the future freeway, between 56th Street and Price Road, will soon be completed (Phase 3). A final channel will be built between 54th and 56th, north of the I-10/Loop 202 Traffic Interchange.

The basin complex includes a large detention basin, an equalization basin and two water quality basins that are designed to minimize pollutants from water exiting the system. This water quality system is the first of its kind ever constructed by ADOT.

Work on the \$4.1 million Kyrene Pump Station began during summer '99 as an integral part of the massive regional drainage project. It will be operational by the end of the year.



CHRONOLOGY: I-10 TO U.S.60

- ❑ March '85, Maricopa Association of Governments (MAG) Regional Council endorses a 23.5 mile long corridor from Interstate 10 to the Superstition Freeway (U.S.60).
- ❑ May '86, location and preliminary design studies initiated by ADOT.
- ❑ October '87, Location Public Hearing held.
- ❑ December '87, State Transportation Board adopts a Right-of-Way Resolution establishing refined location for planned freeway between Interstate 10 and Gilbert Road.
- ❑ May '88, ADOT completes the Southeast Loop Highway Environmental Assessment.
- ❑ August '88, ADOT completes the Southeast Highway (Loop 202 Santan Freeway) Design Concept Report.
- ❑ January '89, State Transportation Board adopts a Right-of-Way Resolution establishing refined corridor from Gilbert Road to Baseline Road.
- ❑ September '96, MAG completes Major Investment Studies for the Santan and Red Mountain Corridors.
- ❑ April '99, ADOT completes the Environmental Assessment Update for the 56th Street to Price Freeway segment.
- ❑ July '99, ADOT and the Federal Highway Administration (FHWA) approve the Final Environmental Assessment for the I-10/202L System Traffic Interchange.
- ❑ August '99, ADOT and FHWA sign the Final Environmental Assessment for the Price Freeway to Baseline Road segment.
- ❑ August '99, Construction starts on the first project for the Santan Corridor: the Kyrene South Storm Water Pump Station.



CONSTRUCTION SCHEDULE

SEGMENT	ESTIMATED COSTS (In Thousands of Dollars)	PLANNED START
I-10/Santan TI, East Half	64,008	Summer '01
I-10/Maricopa Rd. TI	13,026	Fall '02
56th Street to Kyrene Rd.	19,209	Summer '02
Kyrene Rd. to McClintock Dr.	30,332	Summer '02
Santan/Price TI, West Half	37,319	Spring '02
Santan/Price TI, East Half	30,317	Spring '02
Dobson Rd. to Arizona Ave.	42,898	Summer '03
Arizona Ave. to Gilbert Rd.	64,424	Spring '04
Gilbert Rd. to Williams Field Rd.	69,644	Spring '05
Williams Field Rd. to Higley Rd.	44,122	Spring '05
Higley Rd. to Power Rd.	28,077	Spring '05
Power Rd. to Elliot Rd.	67,508	Summer '04
Elliot Rd. to Baseline Rd.	38,567	Spring '04

(TI = Traffic Interchange)

Maricopa Association of Governments Area System Life Cycle Program: Fiscal Years 2001 - '07